

The Hongkong Telegraph.

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TUESDAY, JULY 28, 1908.

二拜禮

號八十二月七年七美港香

30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO.
Kobe.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
HOMBAY.
SHANGHAI.
HANKOV.

CHIEFOFF.
TIENHSIN.
PEKIN.
NEWOWHANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LIOWANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
JOHN ARMSTRONG,
Manager.
Hongkong, 15th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND Koenigliche Sassenbank (Preussische Staatsbank).

Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

STERLING
£1,500,000 at 2/- = \$15,000,000
SILVER \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. Shellim, Esq.—Chairman.
W. J. Gresson, Esq.—Deputy Chairman.

E. G. Barrett, Esq. O. R. Lammiman, Esq.
O. G. R. Broderick, Esq. R. Shawan, Esq.
G. Friesland, Esq. Hon. Mr. H. A. W. Slade.
O. S. Gubbay, Esq. H. E. Tomkins, Esq.
W. Helms, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 14th July, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [28]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Cherbon, Tegu, Pecalongan, Pasorabaya, Tiltatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Halphong, Ha Noi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4% do.
Do. 3 do. 3 1/2% do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [26]

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co. Agents.
Hongkong, 21st July, 1907. [27]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

STEAMERS TO SAIL ON REMARKS.

SARDINIA About 29th } Freight and Passage.
Capt. C. C. Talbot, R.N.R. } July.

SHANGHAI, MOJI, KOBE & YOKOHAMA About 31st } Freight and Passage.
Capt. H. S. Bradshaw, R.N.R. } July.

SHANGHAI About 6th } Freight and Passage.
Capt. J. D. Andrews, R.N.R. } August.

LONDON, &c., via usual Ports { MARNORA 8th August. } See Special } Advertisement.
Capt. G. H. C. Weston, R.N.R. } Noon.

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 25th July, 1908. [2]

Entertainments.

LANE, CRAWFORD & CO.

LARGE SELECTION OF

BATH ROBES

FOR LADIES & GENTLEMEN.

A MOST USEFUL WRAP

FOR BATHING PARTIES.

Ladies' and Gentlemen's BATHING COSTUMES.

LANE, CRAWFORD & CO. [38]



V. O. S.

AND EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.



Telephone No. 75.

Hongkong, 2nd July, 1908. [24]

THE SAVOY, 13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [102]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [5]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

AND

HONGKONG-CANTON LINE.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

S.S. "HONAM" 2,305 Tons; "FATSHAN" 2,260 Tons; "KINSHAN" 1,995 Tons; "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. ... \$5.00
Do. do. do. do. Monday do. ... \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSIONS TO MACAO.

On SUNDAY, 2nd August, The Company's S.S. "HEUNGSHAN" will depart from the Company's Wharf at 9 A.M. Return from Macao at 5 P.M.

Machado's String Band will play selections of Music during the trip.

On MONDAY, 3rd August, The Company's S.S. "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Return from Macao at 3 P.M.

FARES:—Usual Excursion Rates.

Ladies' Cabin Free. Staterooms 5/- extra each person.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel. [6]

Hotels.

HOTEL CRAIGIEBURN,

FLUNKER'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1908. [5]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoint-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908. [61]

Hotel.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager. [5]

Hongkong, 21st June, 1907.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

For	Steamers	To sail
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITPOLD" Capt. O. Pahnke	WEDNESDAY, 6 A.M., 29th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. F. v. Bester	WEDNESDAY, Noon, 29th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 13th August.
KUDAT and SANDAKAN	"BOHEMO" Capt. F. Sembill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 28th July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To sail on
SHANGHAI, KOBE, YOKOHAMA	YARRA	Sellier	3rd Aug., P.M.
MARSEILLES, via PORTS	TOURANE	Lancelin	4th Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	AUSTRALIEN	Verron	17th Aug., P.M.
MARSEILLES, via PORTS	ARMAND BEHIC	Gulouet	18th Aug., 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st July, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES " " 20

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE } via VANCOUVER.

YOKOHAMA-VANCOUVER 13 DAYS.

LONDON and PARIS 25

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

CEYLAN	25th Nov.
MAITE	12th Oct.
CEYLAN	25th Nov.
MAITE	12th Jan.

No passengers. * Intermediate class and 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 27th July, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG WUOHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 28th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns, for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Sootts, A. J. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.
TJIPANAS	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH	JAVA	Second half Aug.	SHANGHAI	Second half Aug.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 17th July, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 12th April, 1907.

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORK, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1908.

THE CAMPHOR MONOPOLY.

PROSPECTS OF THE TRADE.

Mr. Iwahara, manager of the Mitsui Bussan Kaisha, in the course of a recent interview, remarks that Japan has long been considered to be almost the exclusive supplier of camphor to the world. The total production of camphor in Japan and Formosa, however, does not exceed about 4,000,000 kin annually. With the development of celluloid manufacture the demand for camphor has been steadily on the increase of late years, and the price has greatly risen in consequence. Seven or eight years ago the price of one barrel was about ¥60, but during the first six months of last year it was quoted in the neighbourhood of ¥125. During the second half of the same year, however, it met with a sudden fall and is now quoted at only ¥99. Camphor is one of the articles of export which have suffered a severe blow on account of the business depression. Among the causes that brought about the decline in the price of camphor may be enumerated the growth in Germany of the manufacture of synthetic or artificial camphor, and the increased production of natural camphor in Fukien and other provinces of China. At first artificial camphor was not favourably received, but after some years of experiments and improvements it is declared to be suitable for the manufacture of celluloid and so has become a formidable competitor of natural camphor.

With regard to the production of camphor in China, especially in Fukien, the quantity had been strictly limited until a few years ago. The industry, however, has recently made much progress. The export of camphor from China in 1905 amounted to 1,400,000 kin and it increased to 2,500,000 kin in 1907. Hitherto the production of camphor has practically been confined to Fukien province, but as a result of investigations, it has been discovered that materials are plentiful in the provinces of both Kwangtung and Kwangsi. In the event of camphor being manufactured in these districts, there is little doubt but that Japan's camphor trade will be greatly affected. In view of the competition of artificial camphor and of Chinese camphor, Japan can no longer enjoy a monopoly of the trade, and plans as to the future must be mapped out with the object of successfully meeting the competition. To begin with, the idea of the Government obtaining revenue from the trade should be abandoned and the battle should be conducted with foreign competitors as an ordinary article of commerce. If China could be induced to put into operation a similar monopoly, law as is in vogue in Japan, much of the undesirable effects arising out of competition may be averted. But not only is the conclusion of such an agreement very difficult, but even if it could be made, the maintaining of a uniform scale of price in the foreign markets between Japanese and Chinese camphor would be well-nigh impossible. Such being the case, the only course to be taken in the circumstances is for the Government to abandon the intention of making much out of the camphor monopoly, and to give the trade a freer hand in the competition abroad.—*Japan Chronicle*.

THE PEREGRINATIONS OF A RAFT.

NARROW ESCAPE OF STEAMERS.

One of those mammoth rafts which resemble more than anything a floating village caused considerable havoc in the river, on Saturday afternoon, says the *Hankow Daily News* of 20th inst. About noon one of these monsters with a number of huts built on it and quite a large floating population was seen bearing down stream dangerously close in shore. After narrowly shaving W. K. and R's bulk on the French Concession it drifted on to the German gunboat *Vogelweide*, which was forced into Melchers & Co's bulk. This in turn had to run out her moorings and the *C. Faerd Laer* which was alongside A. K. & Co's bulk was cannoned and swung out into the stream. After completing considerable damage to the bulk and the steamer's moorings the raft swung clear, and only slightly disabled, continued its career down river.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

For account of the Estate of the late

Colonel Martin,

TO-MORROW,

the 29th July, 1908, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY GOODS AND EFFECTS,

belonging to the above Estate.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th July, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 30th July, 1908, at 3 P.M., at their Sales

Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

ALSO,

200 BOXES MANILA CIGARS

"Palm Beach" and "Bouquet."

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th July, 1908.

To Let.

TO LET FROM 1st SEPTEMBER.

AT SHAMKIN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the I. M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 13rd July, 1908.

[195]

TO LET.

NO. 4 and 5, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD.

No. 8, Queen's Road West.

Hongkong, 30th March, 1908.

[126]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 9th June, 1908.

[199]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 22nd May, 1908.

[257]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908.

[188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PAVIA EAST, BLUE BUILDINGS, No. 150, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2, COMMAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 9th June, 1908.

[69]

TO LET.

OFFICES (3 Rooms) on First Floor, York Building.

Apply to—

KELLY & WALSH, LD.

Hongkong, 27th July, 1908.

[706]

TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.

ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—

S. J. DAVID & Co.,

Prince's Building.

Hongkong, 1st June, 1908.

[519]

TO LET.

GODOWN No. 5A, DUBDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 8th May, 1908.

[499]

For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM

This is a condition (or disease) which gives many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what a calamity is it! Vitality is the basis of all health and happiness. It is the life-giving force that sustains the system. It is the life-giving force that sustains the system. It is the life-giving force that sustains the system.

VITAL STRENGTH & ENERGY

THE NEW FRENCH REMEDY

THERAPION No. 3

can be obtained in any form of combination. So easily as it is taken in accordance with the printed directions accompanying it, it will be obtained with the most perfect results.

THERAPION LAMP OF LIFE

LIGHTED UP AGAIN

This is a new medicine in place of what has been known as "THERAPION" and is a most valuable and innoxious, it is agreeable to the taste and suitable for all constitutions and conditions, either acute or chronic, and it is difficult to imagine a case of disease or debility, which main features are those of vitality, that does not respond to this medicine. It is a most valuable and innoxious, it is agreeable to the taste and suitable for all constitutions and conditions, either acute or chronic, and it is difficult to imagine a case of disease or debility, which main features are those of vitality, that does not respond to this medicine. It is a most valuable and innoxious, it is agreeable to the taste and suitable for all constitutions and conditions, either acute or chronic, and it is difficult to imagine a case of disease or debility, which main features are those of vitality, that does not respond to this medicine.

THERAPION

is sold by

all chemists and druggists, and is also sold by

the following named persons:—

Messrs. J. J. David & Co., Prince's Building.

Messrs. J. J. David & Co., Prince's Building.

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Messrs. J. J. David & Co., Prince's Building.

Messrs. J. J. David & Co., Prince's Building.

Intimations.

Wm. Powell, Ltd.,
Gentlemen's
Department,
28, Queen's Road

Direct
Importers
GENTLEMEN'S
**PANAMA
HATS.**

Smart
and
Exclusive
NECKWEAR.

Specialists
in
Gentlemen's
Hosiery.

Cool
and
Durable
**SINGLET
AND
SHIRTS.**

Latest
Patterns
in
SOCKS.

**W.M. POWELL,
LTD.,**
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 18th July, 1908.

Entertainment.

VOLUNTEER CONCERT.

A GRAND PROMENADE CONCERT
will be held on the
VOLUNTEER PARADE GROUND
on
SATURDAY,
the 1st August, at 9.15 P.M.

By kind permission of Lieut.-Colonel A. F. B. Glover, D.S.O., and Officers of the 3rd Middlesex Regt. the Regimental Band will attend.

Tickets \$2 and \$1 can be had from Volunteer Headquarters and Messrs. Kelly and Walsh.

A. CHAPMAN, Lt.-Colonel,
Commandant H.K. Vol. Corps,
Hongkong, 25th July, 1908. [701]

Public Companies.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company, will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 11th August,
at 12 o'clock Noon, for the purpose of receiving
a Report of the Directors, together with a
statement of Accounts, declaring a Dividend,
confirming the appointment of Directors; and
electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 25th July to 11th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [682]

THE HONGKONG LAND INVESTMENT
& AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$5.50 per
Share for the six months ending 30th
June, 1908, will be payable on the 29th inst.,
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the 29th
instant (both days inclusive), during which
period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary. [667]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars
Two per Share for the Six Months
ending 30th June, 1908, will be payable on the
29th instant, on which date Dividend
Warrants may be obtained on application at the
Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the 29th
instant, to WEDNESDAY, the 29th
instant, (both days inclusive), during which
period no transfer of shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Company, Ltd.
General Agents for The West Point
Building Company, Ltd.
Hongkong, 14th July, 1908. [668]

TYPEWRITERS

A SPECIALITY
OVER TEN YEARS' EXPERIENCE
OF
CLEANING, OVERHAULING,
and REPAIRING
ALL BROKEN PARTS.
SATISFACTION GUARANTEED.
ALSO
FOR SALE AND HIRE.
MODERATE CHARGES

MOTOR
LAUNCHES

ON HIRE
AT BLAKE PIER.
A GREAT BOON TO PASSENGERS
TO and FROM STEAMERS
AND
ALSO ROUND THE ISLAND FOR
PICNIC PARTIES, &c.
Fares from \$2 per Hour.

HUMBER CYCLES
AGENCY.

DRAGON CYCLE
DEPOT,

35 & 35 DES VOEUX ROAD.
Hongkong, 18th July, 1908. [64]

THE INDIAN OUTLOOK.

CAUSES OF DISCONTENT.

The people of India recognise that England
has done much for their welfare. Hindu or
Mahomedan, Sikh or Christian, all would lose
a great deal more than they can expect to gain
if to-day the British retired from this country;
but probably those who would suffer the most
are the educated classes, who would run a
very near risk of being wiped out of existence.
They are the product of the English Govern-
ment, and it is more than doubtful if they could
outlive it. That they are the least contented
with their position will be a matter for sur-
prise. But discontent is by no means confined
to them; it pervades all classes, including the
agriculturalists, who constitute the mass of the
people.

A STRUGGLE FOR EXISTENCE.

These, under a strong and stable Govern-
ment, are guaranteed security of life and prop-
erty, and can engage in their task of cultivat-
ing the land without fear of molestation from
any foreign aggressor, or of the evils resulting
from internal dissensions. But these blessings
are attended by serious drawbacks. The greater
the security of life, the greater the increase
of population; the more humane the Govern-
ment, the more pronounced is the tendency of
the people to multiply.

The struggle for existence is much harder
now than it was before. There are more
mouths to feed and less food to feed them with.
The cultivation has increased, but, in certain
parts at least, there is less food than before, less
in quantity as compared with the population
and less having regard to the price at which it
is available. A good portion of the increased
area of cultivation is appropriated to products
which are required for foreign export, including
wheat and other articles of food. If it be said
that the foreign purchaser pays for these com-
modities in hard cash, and in so far enriches
this country, the reply is that the money which
represents the value of these exports never
returns to this country, but is swallowed up in
paying for the charges incidental to a foreign
Government.

THE ECONOMIC DRAIN.

I have no desire to enter into a discussion
of what is called the economic drain from
India. The profits of trade, commerce, and
banking are remitted to England, but the
people of India are partially to blame for this.
If, instead of burying their money underground,
Indians had laid it out in profitable concerns,
much of the commerce of the country would
have been in their hands. But Young India
had its ambition solely directed to obtaining
employment under Government, becoming
judges, magistrates, and administrators, or
members of a learned profession. Commerce
and trade were looked down upon.

But in one respect the action of England is
open to criticism. No effort was made till
recently to import technical education or to
encourage the various native industries, the
destruction of which forced all those engaged
in them to fall back upon agriculture as a living.
The economic problem is therefore very
simple. Before the advent of the English,
India was both an agricultural and industrial
country. It was self-contained. The money
that was extracted from the people was spent
in the country, and came back in some form to
the people. Now, the industries having dis-
appeared (the few factories that have been
started count for nothing), the population is
mainly agricultural; a good part of the revenue
and of money earned in India is spent out of
it, and at the same time the population has
largely increased.

The agricultural finds it hard to make both
ends meet, with a land revenue or rent the pay-
ment of which he finds excessive on the one
hand, and more mouths to feed on the other
hand. But there is a yet lower class, the
labourers and petty village artisans, who have to
depend on their daily earnings for their sub-
sistence. It is these which feel still more the
altered condition of affairs. In spite of disease
and famine their number is largely on the in-
crease, and they get a great many recruits from
the agricultural classes who have been ousted
from their land, with the result that competi-
tion is keen and wages are almost what they
were before. On the other hand, prices have
risen by leaps and bounds.

THE OLD MOBILITY.

I pass on to the old aristocracy and landed
gentry. Except in Bengal, where the land
revenue is permanently settled, and in Oude,
where the feudal rights of the Taluqadars have
been specially guaranteed, the proprietors of
large estates have the least reason to be thank-
ful to British rule, for they have had to suffer
in many respects. A large proportion of them
having got into difficulties, have become land-
less. Before the advent of the English, some
of the members of the family stayed at home
and looked after their property, while oth-
ers held more or less lucrative appointments
in the courts of rulers of the day, and especially
in the army, or as mere retainers in the house-
holds of leading chiefs and nobles.

Now this avenue is closed, as also that of
serving in the higher grades of the army. They
have no taste for the new order of things,
requiring a certain amount of education to be
qualified for posts under the present Govern-
ment. This they do not possess, so the only
alternative left to them was to remain at home,
and to let their ancestral estates provide for
them. Long established habits of extravagance
and improvidence could not be easily eradicated;
their estates were soon encumbered, and gradu-
ally fell into the hands of money-lenders. And
in his respect the Hindu and Mahomedan
have fared alike, and many a family that
was once feared and respected is now more or
less of a wreck.

WHERE THE SHOE PINCHES.

It may be as well to refer here to some active
causes of irritation from which rich and poor,
high and low suffer alike. Foremost amongst
them is the police, which is an engine of

oppression of the worst kind possible. Time
was when there was no police, the village watch-
men, under various names and capacities, dis-
charging all the official duties. Now there is
quite an army of policemen, under the most
highly paid officials, with most elaborate rules
and regulations for their guidance. The net
result has not been to decrease crime, but, if
anything, to increase it, for a large number
of offences in which the police are either
participants or the sole agents do not see the
light of day.

Again, as to the administration of justice.
There is a feeling abroad that, while even-
handed justice will be meted out where both
parties to a criminal case are Indians, the same
cannot be said where one of them is a Euro-
pean. Then, again, the elaborate machinery
of the courts, to a large extent an adaption of
Western ideas, is by no means an unmix-
ed blessing. Many there are who believe that there
was a greater chance of securing justice, and
at less expense, from the ancestors of the village,
and other Panchayats, or friendly arbitrators.
A much greater evil is the system which
combines in one and the same individual the
functions of a prosecutor and judge. The
same official often sets the law in motion and
then proceeds to try the criminal. There is
some prospect, however, that before long the
separation of judicial and executive functions,
which are at present combined in a magistrate,
will to some extent mitigate an evil that is
responsible for much of the present discontent.

A NUNDA in Morning Leader.

Notices of Firms

NOTICE.

NOTICE is hereby given that HU WING,
alias HU KING CHUEN, at one time
Assistant Manager of the TUNG WING
BUCHERY, No. 1, Central Market, has, as
from the 26th July, 1908, ceased his connection
with the Tung Wing firm.
The Undersigned will not be Responsible
for any Debts or other obligations entered into
by the said HU WING alias HU KING CHUEN,
either in his own name or on behalf of the
Tung Wing Butchery.

TUNG WING,
No. 1, Central Market.
Hongkong, 27th July, 1908. [704]

KOWLOON HOTEL.

NOTICE.

THE Undersigned begs to Notify his Clients
and the Public generally that he has
admitted Mr. P. E. FRED STONE into
PARTNERSHIP with him in the business of
the above Hotel as from 1st July, 1908, under
the name and style of "OWEN STONE & Co."

O. E. OWEN,
Proprietor.

NOTICE.

MR. P. E. FRED STONE has the pleasure
to inform his numerous Friends and
Acquaintances (ashore and afloat) that he has
joined Mr. O. E. OWEN as a PARTNER
in the business of the KOWLOON HOTEL,
as from the 1st July, 1908, under the name and
style of "OWEN STONE & Co."
He trusts that they will extend to the new
Firm a Share of their patronage.
Hongkong, 13th July, 1908. [663]

Intimations

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 20th July, 1907. [55]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 9th March, 1907. [6]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1907. [61]

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it
will do; not as an article of furniture. A man
carries a watch to tell him the time; not as an
investment of surplus capital. The same
principle when one is ill. We want the medi-
cine or the treatment which will relieve and
cure. The friend in need must be a friend
indeed—something, or somebody, with a
reputation, with a good record, with a history
that justifies our confidence. There should be
no guesswork in treating disease. People have
the right to know what a medicine is, and what
it will do, before they take it. It must have
behind it an open record of benefit to others
for the same diseases—a series of cures that
proves its merit and inspires confidence. It
is because it has such a record that

WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt.
Its Good Name is the solid basis for the faith
the people have in it; and a good name has to
be earned by good deeds. For the purposes
for which it is commended it is honest, true and
practical. It does what you have a right to
expect it to do. It is palatable as honey and
contains all the nutritive and curative properties
of Pure Cod Liver Oil, combined with the
Compound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. In Scrofula,
Anemia, Nervous and General Debility, In-
fluenza, Blood Impurities and Wasting Com-
plaints, it is to be thoroughly relied upon. Dr.
J. L. Carrick says: "I have had remarkable
success with it in the treatment of Consumption,
Chronic Bronchitis, Catarrh and Scrofulous
Affections. It is of special value in nervous
prostration and depraved nutrition; it stimulates
the appetite and the digestion, promotes
assimilation, and enters directly into the
circulation with the food. I consider it a mar-
velous success in medicine." Every dose
effective. "You cannot be disappointed in it."
Sold by chemists.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of
1905, the EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business on MONDAY, 3rd August.
Hongkong, 25th July, 1908. [698]

HOUSE.

WANTED from about the end of August,
a SMALL HOUSE in the Kennedy
Road, Macdonnell Road, or vicinity.
Please reply to—

A. B. C.,
-C/o Hongkong Telegraph.
Hongkong, 27th July, 1908. [705]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.
In Bags of 250 lbs. net \$3.85 per Bag
ex Factory.

SHEWAN TOMES & Co.,
General Managers,
Hongkong, 28th April, 1908. [75]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.
WM. PARLAN
Manager.
Hongkong, and London, 1908. [69]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.
FROM HAMBURG, LONDON AND
STRAITS.

THE Steamship

"FLINTSHIRE"

Captain Cundy, having arrived from the above
ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees' risk
and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, 30th inst., at 3 P.M.

All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th inst. will be subject
to rent.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th July, 1908. [627]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding her discharge will be landed
at Consignees' risk and expense into the
hazardous and/or extra hazardous godowns of
the Hongkong and Kowloon Wharf and Go-
down Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 27th July, 1908. [701]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA"

Captain Jaeger, having arrived, Consignees
of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Undersigned and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, and stored at Consignees' risk and
expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 22nd July, 1908. [693]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, where delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th of July, will
be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th of July, at 3.30 A.M.

All Claims must reach us before the 4th of
August, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 23rd July, 1908. [8]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Macedonia,
From Calcutta, ex S.S. Somali,
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 29th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 22nd July, 1908. [7]

FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA"

Captain Karberg, having arrived, Consignees
of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Undersigned and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, and stored at Consignees' risk
and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 1st prox. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 25th July, 1908. [700]

NOTICE

THE Public are hereby informed that no
change has been made in the "HONGKONG
TELEGRAPH" and they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 18th September, 1908. [16]

hard and fast until this morning. The Hongkong Dock Co. having been applied to for assistance, the powerful tug *Dai Gillies*, assisted by the *Ellis*, were engaged in an attempt to get the *Schuykill* off the shore. There was apparently no difficulty in the task, for by noon the steamer had again regained her element, slightly the worse for her overnight's experience. She is making a little water which is capable of being kept under. She will be docked for examination. The *Schuykill* was cleared at the Harbour Office yesterday afternoon with a cargo of petroleum for Manila.

Companion in difficulty with the *Schuykill* was the *Pouchon*, which also was washed ashore on Stonecutters Island. Her position is not one of anxiety. She has apparently suffered some damage. An examination by divers this morning revealed injuries to her bottom plates which must be patched up before she can be refitted.

The Indo-China Steam Navigation Co.'s steamer *Lingling* also took the beach at Stonecutters last night. She was released from that position with the aid of a tug this morning. It is not believed that she has suffered any damage, but an examination on the slipway will settle the doubt, if any exists.

The O. and O. S. Co.'s *Pearl*, the good old *Cypria*, ran ashore in Kowloon Bay. As she, too, is on a sandy bottom, no fear is entertained that she has been injured.

The French Messrs. Barretto & Co. are the local agents, but again come in for an unusual share of ill-luck. In the memorable 1906 typhoon she was one of the steamers to be considerably damaged. Last night she was lying opposite Messrs. W. S. Bailey and Co.'s works at Hok Uo undergoing repairs to her boilers. She was blown clean away from her moorings, being then almost absolutely at the mercy of wind and waves. The *Charles Harcourt* was carried right round the point on to the new reclamation, being made by the Kowloon Dock Co. with earth and stone excavated from the hill in the course of the No. 1 Dock extension works. Buffeted, as she was, it may be considered a fortunate circumstance that she was not more seriously damaged than she is. The extent of her injuries is at this writing unascertainable, but as she will be dry-docked this afternoon, expert examination will furnish the details of the damage after survey.

Away in Cheung Sha Wan Bay off Kwong Hip Loong's Works two steamers have come to grief. One is the old *Hutching*, lying the Portuguese flag, and the other is the *Shun-mei*; both are ashore. The latter vessel was just recently completed for the Salt Commissioner at Kowloon by the Kwong Hip Loong Co., and had not been delivered to her new owners. When seen this afternoon by a member of our staff she was being towed off the beach by a Dock tug.

Two large launches belonging to the Hongkong & Whampoa Dock Co., Ltd., foundered off the seawall near the No. 3 Dock; they are the *No. 6* and *No. 7*. The *Humphong* Bay no less than eight privately-owned launches were counted; all submerged.

Smaller steamers engaged in the river trade have also suffered. A few are stranded away eastward of Cosmopolitan Dock; their names could not be ascertained at the time of our representative's cruise round the bay.

At the new chamber opposite the Naval coal depot at Kowloon a black tug-bow is perched on the western end of the stone wall. The *S.S. Katherine Park*, engaged in the erstwhile South African coal-carrying trade, was lying snugly at anchor in Kowloon Bay before the approach of the cyclone. She was caught in the destructive wind, dragged her anchor a considerable distance and ultimately succeeded in catching up near the telegraph cable ground in Kowloon. Her adventure was otherwise devoid of exciting incidents.

Information reached Rear-Admiral Stokes early this morning that the torpedo-boat destroyer *Hilling* had gone ashore near the Lyceum Pass. Beyond the fact that the officer in command and all the crew are safe no further particulars could be gleaned. Early in the forenoon a tug and divers with salvaging gear were despatched to the scene of the accident. It is to be hoped that the destroyer is in no position of danger.

Mr. Moscoe's motor launch foundered near Stonecutters' Is., and it is believed her Chinese engineer is drowned.

NARROW ESCAPE OF CAPT. STEWART.
Capt. Stewart of the British ship *Jutepolis* had a very narrow escape with his life. Notwithstanding that early yesterday afternoon he had taken all the precautions to meet the storm by lowering all the masts, two of the stern masts were badly carried away, one of them crashing down on the skipper's cabin which it completely wrecked. Capt. Stewart was in his room at the time and was violently thrown down on his knees by the debris. Although badly shaken Capt. Stewart is not otherwise hurt.

After the *Jutepolis* is a submerged junk with her mast showing above water.

RESCUE BY S.S. "NERITE."
At 1.15 p.m. today Capt. H. Westers, of the Dutch s.s. *Nerite*, passed a capsized junk, bearings Ling Ting Is. Peak N. 39° W. South Point Hang King Chow S. 50° W. Five minutes later Capt. Westers observed 3 Chinese drifting upon some spars and planks half above water. He stopped the ship, launched a boat and picked up the men. They were almost exhausted; one fainted as soon as he reached the ship's deck. After he had taken and rubbed with Dutch Bala, he came round again. They were very soon happy in warm clothes and smoking cigarettes provided by the ship's officers. They said that they had been shipwrecked last night at about 10. Two of their comrades were drowned.

LOSS OF THE "YING KING."
The most distressing news in connection with last night's damaging storm is that which reached the Colony at late hour (this afternoon). It is to the effect that the very popular passenger steamer, *Ying King*, on the run between Hongkong and Canton, and commanded by

Capt. E. J. Page, had foundered near Pillar Point. At the time of the dreadful disaster the *Ying King* had a living freight of some three hundred passengers on board. Only twelve out of that number have been saved; the rest are missing. There are grave misgivings that all have been drowned. Anxiety is felt for the fate of Capt. Page and his officers, no news concerning whose safety having reached the Colony.

COLLISION.
Apart from the sad loss of the *Ying King* the greatest damage to shipping arose out of collisions. We will briefly enumerate the more important ones:—

A triple collision occurred at the Western end of the harbour off the Standard Oil Co.'s godowns at Kennedytown. The *Sermit* drifted against the *Barra*, resulting in considerable damage to all the three steamers above the waterline. The *Sermit* proceeded to the Cosmopolitan Docks for repairs this afternoon; the other two will take their turns on the slipway.

The H.A.L. steamer *Vandula*, bumped against the cooler under *Cranley*, bringing her stern against the side of the latter. The upper works of both vessels sustained damage by the force of the impact. They have also had recourse to the shipyard at Kowloon to effect necessary repairs.

In the bay at Waichai the *Panlong* and the *Redar* lay together throughout the storm after they came into collision in the earlier part of the night. The turret-backed ship as well as the Indo-China Co.'s vessel have both sustained damage, though not of a vital character.

P. & O. TUG SUBMERGED.
The pretty little tug, *Jennette*, belonging to the P. & O. S. N. Co., is partly submerged near the Petroleum Works at Mongkoktui. Pumps have been placed on board and under the direction of the Dock Co.'s staff salvage operations are being conducted.

PARTICULARS OF THE STEAMERS.
Reidar, Norwegian steamer, 3,774 tons, built in 1903, by W. Daxford and Sons, Ltd., Sunderland. Owned by the Actieselsk Dampskib Reidar (Wiel and Amundsen).

Pouchon, British s.s., 4,762 tons, built in 1900, by Furness, Withy and Co., Ltd., W. Harlepool. Owned by Chetapeake and Ohio S.S. Co., Ltd.

Pontilla, German s.s., 4,179 tons, built in 1910, by C. Connel and Co., Ltd., Glasgow. Owned by Hamburg Amerika Linie.

Pearl, British s.s., 2,551 tons, built in 1895, by Wigham Richardson and Co., Newcastle. Owned by Indo-China Steam Navigation Co., Ltd.

Charles Harcourt, French s.s., 1,671 tons, built in 1903 at Cie. Francaise de Navigation, Nantes. Owned by the Cie. Francaise des Indes et de l'Extrême Orient.

Schuykill, British s.s., 5,175 tons, built in 1903 by Russell and Co., Pt. Glasgow. Owned by the Anglo-American Oil Co., Ltd.

Zahang, British s.s., 3,460 tons, built in 1901, by London and Glasgow Co., Ltd. Owned by Indo-China Steam Navigation Co., Ltd.

Pearl, British s.s., 3,596, built in 1883 by D. and W. Henderson & Co., Glasgow. Owned by Anchor Line (Henderson Bros.) Limited.

Skrumud, Norwegian s.s., 1,400 tons, built in 1904, by Frames, Mek. Værks. Sandefjord. Owned by Acties. Dpsk. Skramstad (A. F. Klavertens & Co.)

Amara, British s.s., 2,454 tons, built in 1891, by J. Blume and Co., Sunderland. Owned by Indo-China Steam Navigation Co., Ltd.

Barra, British s.s., 3,761 tons, built in 1905, by W. Pickett and Sons, Sunderland. Owned by Barra S.S. Co., Ltd. (Japp and Kirby).

Katherine Park, British s.s., 4,817 tons, built in 1903, by Napier and Miller, Ltd., Glasgow. Owned by Park S.S. Co., Ltd.

Hoi Ching, Portuguese s.s., 478 tons, built in 1870, by H. and H. Green, London, owned by Chan Hoi Ting.

THE EASTERN DISTRICT.
As is usually the case, the Eastern district, exposed as it is to all kinds of weather, received more damage than any other part of the city, although the loss of life was not so great. The majority of the residents were absent when the final signal was given, at about twenty minutes after eleven. It was less than half an hour later when doors and windows were heard crashing in every direction, accompanied by the smashing of window panes, and the uprooting of trees, that the people realized that the typhoon had hit the city. The very fact that several collisions had occurred in the district during last week's rain storm caused no little excitement to the householders in Leighton Hill Road, who lost no time in vacating their premises to take refuge in safer quarters.

HOUSE COLLAPSES.
Amidst the fury of the elements, a *Hongkong* Telegraph representative started out on a tour of inspection, and it was with some difficulty that he managed to keep on his feet. Along the Praya East, with the seas running mountains high, the picture was enough to make the bravest of men shudder. To give a detailed account of what occurred in that district would take up pages.

Thence numerous godowns along the Praya East and the vicinity suffered more or less severe damage, most of the roofs having been blown away, while the front wall of one building in particular gave way, exposing the living quarters of the caretaker to the public view. The third floor of No. 130, Praya East collapsed during the height of the storm. Luckily the inmates had deserted the premises some few minutes before, otherwise we dread to contemplate what would have occurred. Every smashed in the Happy Valley has been razed to the ground. Part of the roof of the Golf Club has been blown away, while many verandahs along Morrison Hill Gap Road have been reduced to brick and mortar.

The roads are in a fearful condition. Along the Praya East, Wanchai Road and Queen's Road East are very badly torn up, and are strewn with bricks and tiles which came down in showers, doing injury to several pedestrians.

The Praya wall from Ship Street as far down as Arsenal Street is badly damaged. **TROUBLE WITH WIRE.**
The electric tramway service was entirely disorganized for a short while on account of the trolley wires being destroyed along the Praya East. Most of the wires were either blown down or brought down by falling trees. Telephone and electric light posts and gas lamps were torn up in many places, rendering darkness to the desolate scenes, and cutting off all telephonic communication with the outside districts. As early as was possible the Tramway people were at it trying patching up what damage was done, and before noon the cars were running.

U. R. OTTOM OF TREES.
It does not require any assistance of the imagination to realize what damage has been done to the mass of foliage and trees, which was once the pride of the heart of the Eastpointer. The roads all over the city are littered with huge branches of trees. Nearly every garden, or what some people choose to call it by the name, is the scene of devastation and ruin. The grounds of Ew's mansion at East Point presents a pitiful sight. Ancient trees, which have taken time and labour to raise, are laid flat; pot plants, which bloomed beautiful yesterday—the pride of the skillful gardener—to-day presents a broken-hearted picture. Numerous trees of no small girth and size in Percival Street have been uprooted by the wind, and hurled in various directions. To the eastward of the Sixth Temple in Morrison Hill Gap Road a tree, a thing happened. From the hillside as far down as the roadway a clear "passage way," so to speak, was cut among the trees, illustrating the direction the wind had taken, destroying the tops of the trees in a straight line.

NO LIVES LOST.
So far as we know, and we have consulted the police in the matter, no loss of life is reported as having occurred at Waichai in any of the collapses, which one may say was fortunate, indeed.

AFLOAT AT WANCHAI.
To say that the Wanchai police, under charge of Inspector Fenton, did not do their duty in rescuing life would be to tell a deliberate falsehood. No sooner had the final signal been given than a number of policemen were ordered to patrol the waterfront to render what aid was necessary. That they had a hard task, simply in keeping on their feet, could be understood when it is known (official records not being to hand, as yet) that the force of the wind was between forty and sixty miles a minute. The patrol had no sooner reached the waterfront when it was noticed that several junks, which had failed to reach the anchorage, were in distress. The cries of the people aboard were heart-rending. Gradually the frail craft drifted in the direction of the Praya wall. With the help of life-buoys and lines the police, who received valuable assistance from Messrs. A. Courie, Walter Glendinning and C. C. Hill of the Electric Tramway Company, and a number of civilians, succeeded in rescuing every person from the distressed junks. Fourteen cargo-boats and a number of sampans were washed ashore at Jardine's point, many being completely destroyed, but there was no loss of life to record.

ONE LIFE LOST.
A large steel steamer which was being built by the Tung Tai Tsung Kee works on the Praya East was washed up on the Praya East and taken back by the receding wave. She then drifted eastward, with a heavy list to port. On board the vessel at the time was a watchman, whose cries as the vessel was drifting eastwards, could be distinctly heard, but it was impossible to render any assistance. When the vessel was visited this morning the man was not to be found, and it is believed he was blown overboard and drowned. The roof of the bulk belonging to Messrs. Blackhead and Company, which is used for storing composition, was partly blown away. Mr. Henry Keswick's yacht broke her mooring and drifted down to the man-of-war anchorage. Although the Wanchai police succeeded in rescuing some fifty people from a watery grave.

From one junk in particular, which foundered off the Corinthian Yacht Club, Inspector Fenton and Sergeant Denney saved ten persons. No little credit is due to the heroism displayed by the European officers at No. 2 Police Station in the way they went about their work, and the coolness that was shown while the storm was at its height.

POLICEMEN INJURED.
Among the police officers who received more or less serious injury from the falling tiles, etc., were:—

Police Sergeant Clark right leg injured caused by a falling door.

Police Sergeant Denney, foot and hand injured, caused by falling.

Policeman Ogg suffered injury to his head, the result of a falling tile.

DRIFT OF JUNKS.
Shortly after one o'clock the wind veered to the south-east. A number of deserted junks, which were lying in Jardine's cumber, drifted down the harbour in the direction of Stonecutters Island, and are believed to have been wrecked. The crew of a large cargo-boat, which was being towed about like a feather, quite near to Jardine's point, refused to desert the craft. They worked like Trojans the whole time, the junk which was skillfully handled riding the storm beautifully. She was the only craft of her size to be seen lying peacefully at anchor off the Praya East this morning.

WHARVES, ETC.
Nearly every wharf in this district has either been washed away or completely stripped, and work of discharging or loading have had to be suspended to-day.

IN THE CENTRAL.
There was less damage done in the Central district than anywhere else. There were no reports of any lives lost.

VERANDAH COLLAPSE.
A verandah at No. 94, Des Vaux Road Central collapsed during the night, leaving the building in a dangerous condition.

C. P. S. DAMAGED.
Part of the roof of the Central Police Station overlooking Old Bailey road, has collapsed. A portion of the roof of the Magistrate's has disappeared. The Inspector and sergeant's quarters suffered more or less from the severity of the wind. Mr. P. P. J. Woodhouse's quarters, which overlooked the Magistrate's

particular, suffered severely. To put it mildly the place is a complete wreck. Windows and doors have been wrenched off their hinges. Windows and doors from other buildings, have blown in enough to take refuge in them, but the room. The roof, which is leaking badly, is in a dangerous condition, the water being loose. The floors are covered with something like an inch or two of sand and rubbish.

M. BUILDING COLLAPSE.
Some time during the night a collapse took place in that portion of King's Building occupied by the Pacific Mail Steamship Company. The floors collapsed, and the office on the ground floor was choked with timber and other debris.

DAMAGE AT "KINGSCLERE."
A very unfortunate accident took place at the "Kingsclere" boarding-house during the night. Part of the building collapsed, and Mr. E. E. Hunt, one of the residents who happened to be in that part of the building, received serious injury. Mr. Hunt, it appears, was asleep when the typhoon started. Suddenly the floor of his room collapsed, and the unfortunate young man was carried below and buried beneath the falling plants and debris. His cries were soon heard, but nothing at the time could be done to extricate the unlucky fellow. Ultimately the police arrived, and with the assistance of Chief Inspector Baker, Mr. Hunt was removed in a very painful condition. Dr. W. Moore, of the Victoria General Hospital, arrived, and when an ambulance arrived the injured man was sent to the Government Civil Hospital. It is stated that he is suffering from a broken leg and arm.

HOUSE COLLAPSE IN ELGIN STREET.
Part of a house in Elgin Street facing the Club 1 uniting, has collapsed, fantastically, without any loss of life.

MATSHEDS DEMOLISHED.
Every matshed in the town including that at Blake Pier, "Star" Ferry wharf and the Military School matshed in Murray Road, have been blown away.

SCENES AT THE PLAYGROUNDS.
The cricket ground, the parade ground, and all that portion of Happy Valley are under water, and flooded with fallen trees.

STREET ISSUES.
A fire alarm post at the junction of Lyndhurst Terrace and Wellington Street has been uprooted. A gas lamp and a box containing rockets and two life-buoys on Murray Pier have been blown into the harbour. Numerous gas lamp posts were broken.

LIGHTER FOUNDERED.
Lighter No. 9, belonging to Messrs. Butterfield and Swire, drifted from her mooring down to Blake Pier, where she foundered.

WEST POINT GODOWNS.
Serious damage was done to the numerous godowns at West Point. The Kwong Wo Godowns at 161 to 166, Connaught Road West are now minus their roofs and part of the walls have collapsed. Three godowns at Kennedy Town have suffered similar destruction. The verandah of a house at 15, Connaught Road West collapsed. In fact, writes Inspector Robertson of No. 7 Police Station, "All the houses in the district have suffered more or less damage."

POLICE STATION DYNAMITED.
Part of the roof of the Kennedy Town Police Station was blown away.

WHARVES AND JUNKS.
A number of wharves have been destroyed. The Tai Ping Wharf was blown away. Six junks were destroyed in collision with this wharf, but no lives were lost.

ACCIDENT TO A CHIEF OFFICER.
Mr. F. Wille, the chief officer of the steamer *Barra*, was removed to No. 2 Police Station during the early stage of the blow, suffering from injuries to his back and hand. Mr. Wille, it seems, was standing on the Kennedy Town wharf with some of his comrades, waiting to return to his ship, when a gust of wind caught him, and blew him off the wharf. He collided with some hard substance, injuring his back. The police had him removed to hospital.

ACROSS THE WATER.
Very little is to be recorded as having occurred at Kowloon, except the usual smashing of windows and falling of trees.

PARTITION DEMOLISHED.
A verandah partition which separated the inspector's quarters from that of his sergeant's and constables at the Water Police Station, was demolished, and the building is leaking badly.

DEAD BY FLOOD.
Soon after the storm had abated the police pinnace, in charge of Police man Laigan, went out to give any assistance that was required. While steaming down the harbour a dead body of a two-year-old child was found lying on one of the buoys. It is believed that the child was drowned in the typhoon, and its body was washed up on to the buoy.

YAU-NAT'S DEATH REEL.
Numerous collapses have taken place at Yau-nat. In Pak Shun, Leighton Hill, houses collapsed, while three others in Portland Street met a similar disaster. Something like twenty people were buried in the debris. Yau-nat Police Station was soon apprised of the fact, and Inspector McHardy and a number of men, proceeded at once to the scene of the disaster. They extricated fifteen persons who were more or less seriously injured, while five dead bodies were picked up.

THE NEW TERRITORIES.
No news has reached us at the time of writing of the damage done in the New Territories, but it is feared they have suffered greatly. The main line all along the line have undoubtedly been blown away, whilst the rice crop is certain to have suffered no little damage.

THE DAMAGE.
It is absolutely impossible at this writing to estimate the loss occasioned by the typhoon. A rough guess could be made, but it had better be left alone until the full damage is known.

LIVES LOST.
The number of lives lost is unknown, but it is not believed to be great. A moderate estimate places the number of lives lost on shore and in the harbour at fifteen—due unquestionably to the ample time given for the boat people to seek refuge.

THE PUBLIC GARDENS.
Many of the beautiful trees in the public gardens are ruined. The four trees at each corner of the flat near the observatory have been blown down and only the trunks are left. The rose bushes are wrecked. Of the large trees the branches were completely wrenched off. This is a peculiarly observed by competent authorities on the subject of forestry. The fern trees, numerous palms, and ferns in "Glenahly" are all gone. While lower down in the new garden, the magnificent specimen of magnolia which had attained a height of about 75 ft. has parted in two.

All along the upper levels the destruction of trees has been an extraordinary scale. In Symonds Road, Robinson Road, Macdonald, Brown, and Kennedy Roads, huge trees were literally uprooted, and could be seen lying across the road at different points this morning. Even at that time, about 10 p.m., Mr. J. D. Dunn, superintendent of the Forestry

Today's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors
THOS. J. ROSE,
Secretary.

Hongkong, 28th July, 1908. [708]

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 29th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow, will be made during the Months of July, August and September.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 28th July, 1908. [699]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "GREGORY APCAR," Captain S. H. Nelson, will be despatched for the above Ports on TUESDAY, the 4th August, at Noon.

For Freight or Passage, apply to DAVID SASSON & Co., LIMITED, Agents.

Hongkong, 28th July, 1908. [709]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship "PRINZ-REGENT LUITPOLD," Captain O. Pahnke, will leave for the above ports TO-MORROW (WEDNESDAY), the 29th July, at 10 A.M., instead of as previously advertised.

For further Particulars, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 28th July, 1908. [8]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ-REGENT LUITPOLD," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at the risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of August, at 9.30 A.M.

All claims must reach us before the 8th of August, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO. Ex S.S. *Feldmarschall* from Africa, transhipped at Aden.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 28th July, 1908. [8]

Department, and his assistant, Mr. Titcher, were directing and supervising the work of saving the more precious trees in the gardens and on the higher levels.

AT CANTON.
Perhaps there are many who probably think that last night's ravages were merely confined to Hongkong. But in this they are mistaken. From what could be gathered from an authoritative source, it appears that Canton has suffered nearly to the same extent as this Colony. All the flower-boats have been smashed up and are no more. This is certainly only part of the damage done, the full extent of which is not yet to hand. Large numbers of native craft have also foundered.

THE FORECAST.
The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 27th at 6.00 p.m.—Orders given to hoist the Black Flag. Cone and Drum (indicates a typhoon S.E. of Colony within 300 miles).

At 9.30 p.m.—The typhoon appears to be moving towards the coast to the neighbourhood of Hongkong.

At 11.15 p.m.—Order issued to hoist No. 3 night signal and fire three bombs.

On the 28th at 1.30 a.m.—Black Cone point upwards and Ball hoisted (indicates a typhoon N.W. of Colony within 300 miles).

On the 28th at 10.15 a.m.—Signals lowered.

At 12.15 p.m.—The centre of the typhoon passed between Hongkong and Gap Rock about 1 a.m.

The barometer has risen to the normal in Hongkong, and a moderate increase of pressure has taken place on the China coast to the Northward.

Telegraphic communication between the Observatory and Hongkong is interrupted.

Hongkong Rainfall for the 24 hours ending at 20 a.m. to-day, 28th July, 1908.

FORECAST.
1.—Hongkong and Neighbourhood, S.E. winds, fresh to moderate weather improving.

2.—Fuzhou Channel, S.E. winds, moderate or light.

3.—South coast of China between Hongkong and Swatow, same as No. 1.

4.—South coast of China between Swatow and Amoy, same as No. 1.

5.—South coast of China between Amoy and Swatow, same as No. 1.

6.—South coast of China between Swatow and Amoy, same as No. 1.

Intimations.

SPECIAL BARGAINS!

IN HIGH CLASS PIANOS.

TO CLEAR. ORDINARY PRICE.

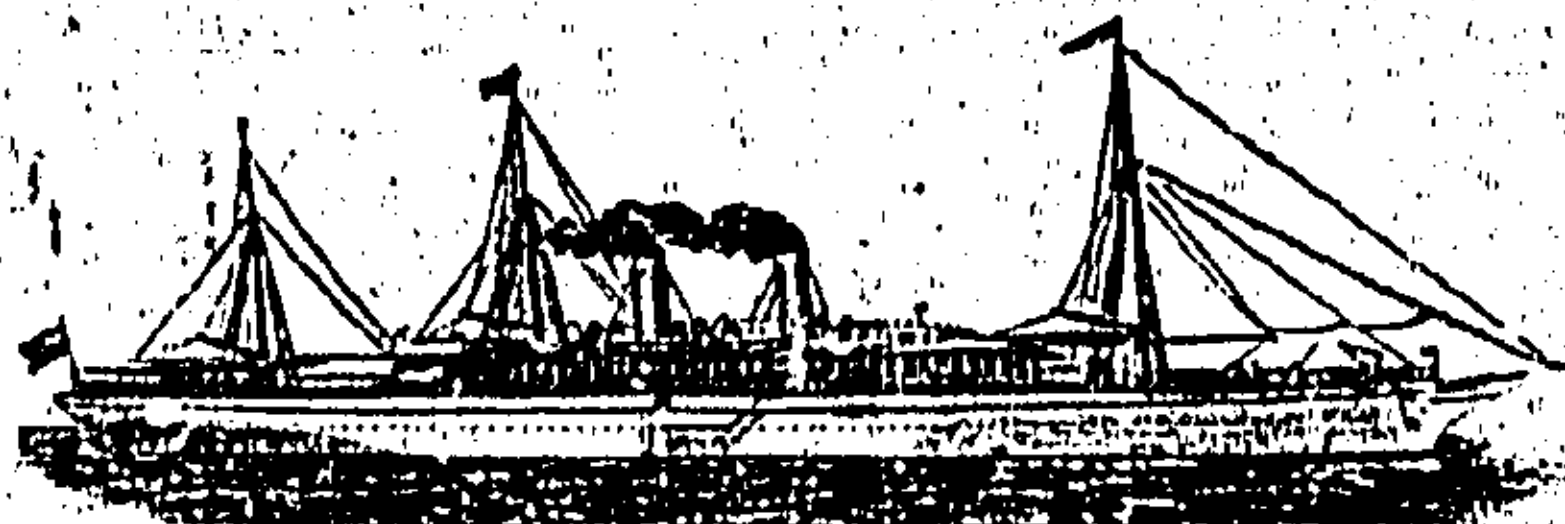
Collard - \$480 \$600

Broadwood - 225 400

Rachals - 380 550

Own Make - 250 360

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
"GLENFARG"	3,700 SATURDAY, Aug. 8th
"EMPRESS OF INDIA"	6,000 SATURDAY, Aug. 15th
"EMPRESS OF JAPAN"	6,000 SATURDAY, Sept. 5th
"LENNOX"	3,700 FRIDAY, Sept. 11th
"EMPRESS OF CHINA"	6,000 SATURDAY, Sept. 26th
"MONTEAGLE"	6,163 SATURDAY, Oct. 3rd

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London: 1st Class

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First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

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Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Pudding Street and Fray, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	MAUSANG	WEDNESDAY, 29th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA LAISANG		THURSDAY, 30th July, Noon.
SHANGHAI	CHOTANG	FRIDAY, 31st July, Noon.
MANILA	LOONGSANG	FRIDAY, 31st July, 4 P.M.
MANILA	YUENSANG	FRIDAY, 7th August, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	FRIDAY, 14th August, Noon.
& MOJI		

RETURN TOURS TO JAPAN.

Occurring 21 Days.

The steamers *Kutang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 4 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Smmer), will be despatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

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Hongkong, 13th July, 1908



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FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

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